



National Transportation Safety Board

Washington, D.C. 20594

Office of Marine Safety

Record of Telephone Interview

Date: April 16, 2002

Person Interviewed: Andy Kenopensky- Director of Maintenance NY Waterway

Interview Conducted By: Robert B. Ford,
Investigator
National Transportation Safety Board

INTRODUCTION

I conducted a telephone interview with Mr. Andy Kenopensky in conjunction with the NTSB investigation of the November 17, 2000 fire on board the U.S. Small Passenger vessel *Port Imperial Manhattan*. The text that follows is not a verbatim record of the conversation. It has been developed from my handwritten notes of the conversation and is correct and complete to the best of my knowledge and recollection.

INTERVIEW

Mr. Kenopensky, Director of Maintenance at NY Waterway, stated that prior to the fire on the *Manhattan*, company boats underwent maintenance that was provided by a contracted company and that he had provided the IIC with the maintenance records following the fire. He stated that the preventive maintenance did not include opening and inspection of the junction box that joined the old and new sections of the 12-volt system.

Following the fire, the company and contractor did a survey of all boats in the fleet. The survey revealed that the boats built by Gulf Craft had, at some point in the past, undergone electrical modifications that did not match the schematics of the boats. Therefore, the company took action to see that all the electrical modifications were reviewed and approved by the Coast Guard. The modifications included running new electrical cables, which eliminated the need for junction boxes.

Mr. Kenopensky referred to the fire on the *Manhattan* as a "lesson learned." The company instituted a program that ensured that vessels would undergo preventive

maintenance on a regularly scheduled basis.

END OF INTERVIEW

Robert B. Ford